

Healthy Cities Are Our Future

Annual Report

SPEC



2006

*Educate, Activate and Empower Citizens to build
Healthy, Livable Cities*

Message from the President

It has been my pleasure to serve as the President of the Board of SPEC for the past year. And what a year it has been as the Board, the Executive Director Karen Wristen and our great staff, Dave Fields and Ilse Sarady, have worked diligently together to build SPEC's programmes and make positive change in environmental issues in Vancouver, the Lower Mainland and B.C.



Daniel J. Rogers

We were all gratified to see the discussion change dramatically in the climate change "debate" this year. There is no longer a debate about "if" and now we can focus on the more important discussion of "how". For the Board and staff of SPEC, the new interest from the media and the general public in ways to slow climate change has translated into a vast increase in the demand for our services in public education. Fortunately, we have been preparing for this moment for a long time!

Our programmes focus on public education and empowerment in three main areas, all of which have an impact on climate change: the way we travel, the way we consume and the way we deal with our waste. We have developed resources to help citizens minimize their greenhouse gas emissions, and to help them advocate for policies that will move us as a society to a more sustainable path. And citizens have forced politicians to listen and act. We will continue to push this agenda because there is no alternative.

Our challenge for the year ahead is to continue to develop new sources of funding to keep this work alive and active. We are most grateful to VanCity, to Tides, Endswell and Bullitt Foundations and to you, our members, for the extraordinary support you have given us this year. Thank you, and I hope that you'll continue to feel rewarded, as I do, by your contributions to SPEC.

Dan Rogers,
President

Fond Farewells...

...to two retiring Directors of SPEC, John Whistler and Genevieve Bucher.

John has been with SPEC for a decade, serving as Treasurer for most of that time and playing an active role in cycling advocacy. He leaves us to devote more time to his advocacy work with Pedal Power.

Genevieve served three years on the SPEC Board and sat on the Executive Committee as well. Her keen design skills were always a much appreciated asset, as was her readiness to help with every project.



From the desk of the Executive Director

Reviewing all of the spectacular events of 2006, I marvel at the thought that such a tiny organization is capable of so much. You'll know after a glance through this report that we could never have accomplished what we have done without the commitment and energy of the scores of volunteers—including our Board members—who have rolled up sleeves and tucked in to help us in every aspect of our work.

Dave, Ilse and I worked with Director Eric Doherty and members of the Transportation Committee to chart and manage a campaign that has drawn thousands of people into action in support of "Better Transit, Not Freeways".

We expanded our work on ALR protection into a full Food Safety and Security campaign that has seen us become active in Vancouver's community garden initiative and has rekindled our GMO work. Headed by Director Carole Christopher, this committee is poised to do some serious work on regional food policy in the coming year.

Together with our interns and Vancouver Renewable Energy Co-operative, I have worked to develop the SPEC building's renewable energy demonstration capabilities and improve our web resources, so that we can more effectively meet public demand for information about renewables.

We continued to work on waste, recycling, water and air quality and a host of other topical issues over the past year. But the urgency of the climate crisis and the dearth of government response to it has focussed our efforts on ways that citizens of British Columbia can take personal action to build healthy, sustainable cities.

Karen Wristen,
Executive Director

Our most sincere thanks to our 2006 Interns...

Claudia Barthelt
Sabrina Bosson
Damien Gassmann
Fabienne Hurni
Claudia Kaemper
Andreas Konig
Ilse Sarady
Kevin Luximon

Stephanie Sales
Mark Netten
Euan Song (Amy) Hwang
Hyun Woo (Justin) Park
Erin Moore
Cearna Joy
Anja Wittling

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Transportation Solutions for a Liveable Region

SPEC kicked off the year with Dave Fields capturing David Emerson, then a Liberal candidate and senior BC Cabinet Minister, saying on tape that the Highway 1/Port Mann Bridge project was “not essential” to the federal Asia-Pacific trade strategy. Hoping to keep the Liberals from funding the project, we kept the tape, little knowing at the time that it might effectively prevent the ensuing Conservative government from doing the same!



Anticipating an early 2006 formal announcement of the Gateway Programme, SPEC worked with the Livable Region Coalition to craft a vision for sustainable transportation solutions in the Lower Mainland. The effort was led, and the report “Transportation Solutions for a Livable Region” was written by SPEC Director Eric Doherty, also a Masters’ candidate in UBC’s School of Community and Regional Planning.

Eric analyzed TransLink’s long-range plans for transit for the region and focussed in on measures designed to reduce traffic on the Hwy 1 corridor. He chose a suite of strategic investments, based on their ability to remove single-occupancy vehicles from the corridor.

It turned out to be pretty simple, and not very expensive. A single ‘bullet bus’ service, offering reliable, frequent service between Surrey and Coquitlam would reduce car trips by nearly 1/3. Two more express routes, on King George and the Fraser Highway, combined with the purchase of additional SkyTrain cars, would free up Highway 1 enough to allow traffic to flow easily at all times of day.

The bus and SkyTrain improvements would take about two years to implement. The highway/bridge scheme will take 10 years. The transit upgrades we recommended would cost between \$300-\$500 million; the highway and bridge are ringing in at about \$2.4 billion today. Our solution cuts greenhouse gas emissions sharply and promotes our regional plan, the Liveable Region Strategic Plan, that calls for building compact, complete communities connected with reliable, high-speed transit. The Provincial plan increases greenhouse gas emissions and promotes urban sprawl.

More...

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So why, you might well ask, is the Province supporting freeway development? The answer may lie in Highway Minister Kevin Falcon's report to elections BC at the close of the last election. He disclosed that 80% of his campaign funding came from real estate developers and car dealerships.

The press didn't buy it this time. A full year of work to keep the issue alive in the media, relentlessly countering the Province's spin, finally paid off when media outlets treated the Throne Speech announcement of emissions targets as an idea "on a collision course" with Highway 1/Port Mann.

In the Throne Speech...

Greenhouse gas emissions targets and a continued commitment to projects that will increase greenhouse gases made the February, 2007 throne speech a decidedly difficult document to interpret. It was a watershed moment in our Better Transit, Not Freeways campaign, however, when we saw the press reporting that the emissions reductions targets are on a collision course with the Highway 1/Port Mann Bridge project.



SPEC Director Eric Doherty (above right) had poured over the Transportation Ministry's estimates of the project's GHG implications in researching *Cooking the Books, Cooking the Planet*. He came up with a startling conclusion: the figures had actually been manipulated so as to distort the GHG emissions picture.

Cooking the Books, Cooking the Planet

The government tried, but failed, to continue misleading us about the purported benefits of the Highway 1/Port Mann Bridge project in its Throne Speech this year. The stock line, that it will reduce emissions from idling vehicles, was futile in the face of our revelation in Eric Doherty's report, "Cooking the Books, Cooking the Planet", that the government's own figures show a 31% increase in on-road vehicle emissions.

The error was so blatant as to warrant further scrutiny. In calculating the GHG increase to be expected from the project, the Ministry had used as a baseline the current emissions in the Lower Mainland and Whatcom County. When they assessed the future emissions picture, they left out the Whatcom County emissions, resulting in a grossly understated increase—0.3% rather than 31%.

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The real numbers read like this: on-road GHG emissions will increase from 4.3 to 5.7 million tonnes per year, a 31% increase over actual 2003 levels.

Eric's report points out that the GVRD has already shown it is possible to reduce GHG emissions by 45 per cent by 2020 with strategic investment in transit. SPEC and the Livable Region Coalition promote a better transit solution for the Highway 1 corridor that includes increased capacity on SkyTrain and the implementation of a Surrey-Coquitlam Bullet Bus that would cross the existing Port Mann Bridge on queue-jumper lanes that would bypass traffic congestion.

Express bus service across the Port Mann Bridge was to have been in place this year, according to TransLink's plans, but the Province (which owns the Bridge) refused to permit the queue-jumper lanes to be installed. Then they dismantled TransLink, destroying its accountability to the citizens of the GVRD.

"Strategic investments in better transit will enable us to make swift, effective reductions in emissions and build healthy communities," said SPEC's Dave Fields. "Other cities around the world have done the same. By pushing freeway expansion, the Province is delaying action on traffic and pollution and undermining an already overburdened public transit system." said Fields.

In 2006, the Province of Quebec announced an investment of over \$6.5 billion in public transit to reduce greenhouse gas emissions. The City of Toronto has just announced major investment in new light rapid transit construction. And here in British Columbia? We're building more road space, so that even more people can move to the suburbs and travel into town in the most cost- and fuel-inefficient manner conceivable.



In September, the GVRD, representing 2 million citizens, voted to oppose the Province's plans for highway expansion. SPEC and supporters were on hand throughout the grueling debate.

A 2006 BCAA poll showed that nearly three quarters of BC drivers recognise the negative impacts of car-dependency on climate change. Rising gas prices increase the pressure for commuters to find cheaper, more viable options for commuting.

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Clean Air Radio

On June 12, 2006, Clean Air Radio (CAR 88.5 FM) went live from the foot of the Port Mann Bridge, inviting commuters to “Tune In, Log On, Speak Out!”

David Fields, SPEC’S Transportation Campaigner, and 20 volunteers worked together to create the first in a series of guerrilla radio broadcasts designed to speak directly to commuters caught in the Highway 1 congestion.

Arriving at the 152nd street onramp in the dawn light, they set up a solar-powered transmitter and broadcast centre and stationed banners on overpasses along Highway 1 alerting drivers to the broadcast.

Traffic was badly congested that morning, offering us an ideal opportunity to speak with drivers as they sat waiting. Reaction was definitely mixed. “This is so cool,” one woman said. “If I had any kind of option to sitting in this traffic, I’d be on it!” Another, less community-minded gentleman called the police, who wished us well with broad grins, and told us to take care crossing the onramp.

We know we got Kevin Falcon’s attention: the Transportation Ministry called its Surrey contractor to take down our banners during the afternoon broadcast. The contractor saved them for us, and told us he’d told the Ministry not to bother, as he had seen us clear up the site after the morning broadcast.

With deep regret, we acknowledge the loss of our valued colleague Pierre Rovtar, pictured here helping deliver the message at the first CAR



Building our Base of Support

There’s no better way to build support for a campaign than to talk directly to people about what matters to them, and that’s what we’ve spent the year doing. At schools, concerts, fairs, trade shows and special events, and even door-to-door, SPEC staff and volunteers have been spreading the word and signing up the support. Our petition for Better Transit, Not Freeways now boasts over 4,000 signatures, in print and online.

If you haven’t yet signed, or joined the Livable Region Coalition, please go to the website now! www.spec.bc.ca While you’re there, send us an email asking for a lawn sign and see if your neighbours want one, too.

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TRAFFIC JAM!

A celebration and free-school for Better Transit, Not Freeways



On September 10th, in East Vancouver's Woodland Park, SPEC hosted its first Traffic Jam!: A day of community and family-oriented activities set the stage for inspiration, education and fun! The warm fall weather obliged us and brought people from many neighbourhoods out to celebrate and engage in a relaxed, outdoor environment. A varied schedule of teaching workshops enticed participants to become more even more involved in learning about the government's plans to expand Highway 1.

Presented by fellow activists from a range of backgrounds and expertise, workshops sessions covered topics like news release writing, community organizing, web use and design. Friends of Clayoquot Sound's Valerie Langer introduced folks to the basics of nonviolent direct action.

Childrens' activities were provided by Directors Sara Blenkhorn and Tara Moreau. Conrad Schmidt shared his expertise on producing good

Guerrilla Theatre. Participants were able to pick up new tools in communications and banner-making with sessions led by Kathrin Colby and Richard Brooks. Centre-stage throughout the day, talented musicians -- the Mountain Bluebirds, Kuta-pira, Fluffy Duvet, Don Alder and DJ NEOTETRIC-- entertained our guests into early evening with sounds ranging from pop rock to reggae.

Stop Cooking the Planet

A Breakfast Event for Champions...of the Environment

The dark days of winter in Vancouver have us all dreaming of quiet mornings and coffee in bed, but breakfast-on-the-run is all we commuters can often manage. So when SPEC and BEST set the hotplates sizzling at the Commercial Drive SkyTrain station, we were bound to be a hit with the public and press! While the event promoted a sense of fun and community spirit, it sent a more serious message to the Province as well.



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The event was a call to action, steering the Liberals away from a car-centred approach to climate change and traffic congestion, and demanding a focus on the transit needs of the region.

"The Province's car-centred approach to climate change and traffic congestion is a recipe for disaster," stated David Fields. "We've fallen so far behind our transit goals, as a region, that transit simply must be given priority now. Our future depends upon it."



Transit currently serves approximately 12 percent of all trips in the region, while the metropolitan areas of Toronto and Montreal see the figure nearly doubled, at 22 percent. TransLink calculates that the Province cannot meet its greenhouse gas reduction targets without doubling ridership.

"It's not like people in this region don't want to use transit", said Marion Town, Executive Director of BEST. "Hundreds of people line up

on SkyTrain platforms every morning and afternoon waiting to board overcrowded trains while 2-3 fully packed trains pass them by."

Deming Smith, policy manager for

"DONE DEAL" OR "NO DEAL"?

Highways Minister Kevin Falcon likes to call the Highway 1/Port Mann project a "done deal". So far, it's "no deal." Here are the *Fabulous Five* reasons why:

No Money: The Federal government still refuses funding for the bridge twinning and freeway expansion, yet supports other parts of the Asia Pacific Gateway Strategy. Federal minister David Emerson declared that bridge twinning is "not essential" to the trade agenda.

No Sense: Construction costs rose by 27 percent since the \$1.5 billion project was announced. \$300 to \$500 million will buy enough transit to solve the problem today.

No Proof: Highway expansion has never solved a congestion problem anywhere—it makes it worse. Experts from around the world condemn this project, and the province has not produced any evidence to support its plans.

No Support: On September 22nd, the GVRD- representing 2 million people, voted to oppose the project.

No Time: People need real solutions to climate change and traffic congestion now. We can't wait 'till 2014 to start taking this seriously.

BEST, agreed saying "the provincial government here simply hasn't provided comparable levels of transit funding and services as that of other



cities across Canada. We just experienced a record year for passenger pass-ups because we just don't have the bus capacity to serve those who are standing at bus stops from Vancouver to Langley while full buses pass them by."

A Heartfelt Thanks...

...to all of our 2006 volunteers. Without the 1,281 hours of work that you logged, we could never have pulled off the successes of this year!

Agustian Hermanto	Hugo Li	Mark Ellis
Andrew Eisenberg	Ilse Sarady	Mike Peel
Ann Michelle Costa	Jacqueline Bell	Nancy Austin
Basil Joubin	James Scale	Nathan Pachal
Bec Nissen	Jasper Shore	Ndonodji Djerambete
Ben	Jay	Neil Hammond
Birchena Caldwell	Jenica Neamn	Nora Ready
Blane Grann	Jennifer Lewis	Patrick Nadeau
Bonnie Fenton	Jessica Delaney	Patty Wiese
Byron Koss	Jessica Metter	Peter Chang
Cara Fisher	Jessie Hui Chung Wu	Rachelle Tersigni
Caroline Standing	Jim Wilson	Rick Pollay
Cecile Helten	Jodi Muzylowski	Rob Baxter
Cheryl Low	Jodi Peters	Ron Pon
Chris Bodnar	Julia Say	Saba Zabetian
Corina Schneider	Justin Grenier	Scott Miller
Daniel Colulombe	Kate Siddall	Sean Tynan
David McKee	Katherine Colby	Shelley Milstein
Deming Smith	Kirsten Fawley	Sherri Maunsell
Erin Moore	Kym Bogan	Stan Jang
Gabriel Pelletier	Laura Princic	Tess Kitchen
Hailey Steiger	Lenine Barke	Vicky Baker
Helen Zhou	Marc Quinn	Zachary Bunting

Food Safety and Security



When we consider our individual contributions to climate change, the way we eat can make a huge difference to the amount of greenhouse gas that enters the atmosphere. In fact, when you consider both the petroleum inputs to agribusiness and the distance some of our food travels to get to us, changing our eating habits may be one of the most effective things we can do to reduce our impact on the planet.

Buying locally sourced foods, eating less meat and buying organic foods all help reduce greenhouse gases while at the same time, promoting a vibrant local economy and good nutrition.

Urban Agriculture

SPEC's Food Safety and Security Committee decided this past year to become involved in promoting urban agriculture, both as a way to address climate change and to raise awareness of the miles that our food often travels. We began at home, with an experiment in container gardening on our rooftop.

A flat roof like that of the SPEC building really invites visions of lush, healthy crops of vegetables and fruits, but we soon learned that it creates a few challenges, too!

A team of volunteers set to work on securing a fail-safe supply of water for the pots, using Lee Valley's deck watering kit. While it worked well, the timers they sell these days aren't as reliable as they used to be, and

we had to exchange ours twice before we got one that worked. And as the kit is made of black PVC pipe, we had to be careful that the timer was set for early morning, when the water would be at its coolest. By mid-morning, water sitting in the pipe was as hot as our domestic water supply!

We planted in a light mix of City compost and perlite, and found that our plants failed to thrive initially. It turned out that the compost was full of woody debris that hadn't broken down yet, and was actually nitrogen-depleting. Regular applications of organic fertilizer helped, but the yield from these plants was quite low.



Then the squirrels developed a taste for squash flowers at just about the same time as the aphids discovered the cauliflower. In the absence of an established ecosystem on the roof, each pest that arrived was able to exploit its specialty unhindered, further stressing the plants.

This year, we're trying it all again, wiser for last year's mistakes. We'll also plan and design a new green roof for the eastern side of the

Food Safety and Security



building, to replace the one that was removed years ago. If the roof proves strong enough, we hope to make this an edible green roof, and list it as one of the new community gardens in the City's 2010 challenge. Volunteers are always welcome, especially those living close enough to the building to drop by and tend a patch or pot!

City Hall Community Garden

Surrounded by concrete walks and tucked into a model medium-density SmartGrowth development behind City Hall Square, you'll find SPEC's first community garden. Some days, you might find the kids from City Hall Daycare there, too, picking tomatoes or marvelling at the height of their sunflowers.



Located in the plaza at 11th and Cambie, on the southwest corner of that intersection, this garden was started last year at the request of the

City's Social Planning department. With only a few days to plan for it, volunteer Vicky Baker was able to secure a donation of bedding plants and a SPEC team including Vicky and Directors Carole Christopher and Joanna Robinson managed the planting.

The kids at the daycare watched over the plants for us, and we understand they had the odd salad during the summer, too. The bulk of the produce was shared with Mount Pleasant Neighbourhood House. Toward the end of the season, the children watched as we cleaned up the garden, helping to harvest the remaining tomatoes and plant a fall cover crop of mixed legumes.

The yield from this garden was reasonably good, although again, the nutrient-poor city compost that had supported prior ornamental plantings wasn't as rich as we would like for vegetables. We added some organic composted manure in the fall, and hope for even better crops this year.

Community Garden Policy and Management

When Kathrine Richardson approached us last fall to work with her urban geography class, it didn't take us long to come up with a programme.

She was vitally interested in the City initiative to create 2,010 community gardens by 2010, and so was SPEC. We saw a need for community outreach and education on the one

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hand, and for improvements in City policy and procedure on the other.

There is easily enough undeveloped land in the City to meet the 2010 challenge and no doubt enough willing gardeners. But finding out who owns or manages lands and negotiating that entity's approval procedures for putting in a garden can be a frustrating process.



Most gardens in Vancouver operate on a year-to-year lease containing a clause requiring them to vacate and restore the land on 30 days' notice. This is not conducive to the development of gardens, nor does it foster a sense of community, assist in establishing food distribution networks.

Kathrine's students embraced the challenge of developing a 'best practices' compendium for City policy, looking closely at garden development in other cities. They also undertook to develop public education and outreach materials for SPEC's use.

One group of students took on the development of materials on management of gardens, using SPEC's criteria that they should be:

- o Primarily growing food
- o Organic, pesticide free
- o Water wise
- o Using heritage seed
- o Saving and sharing seed

Class results are due in April and we look forward to putting them to work in one or two communities we've identified that may be interested in developing new gardens.

Barnston Island

On July 9th, 2006 the Agricultural Land Commission ruled against an application filed in 2004 by a group of landowners seeking approval to withdraw land from the Agricultural Land Reserve (ALR). The exclusion was requested for the purpose of developing an industrial park. The Commission had received lengthy briefs and protests from hundreds of citizens, including SPEC's Food Safety and Security Committee.



Food Safety and Security

In its written submission, SPEC opposed the application citing the critical importance of viable agricultural land so close to Vancouver's large markets, in a world of rapidly increasing transportation costs and climate change.



"The cost of feeding the GVRD's growing population in the years to come has to be taken into account when we look at land use," said Karen Wristen, SPEC's Executive Director. "As fuel prices rise, so will the cost of producing and transporting food and that will have enormous impact on the livability of our city."

The ALR heard heavy opposition to the application, from local residents and numerous environmental and community groups, the Katzie First Nation and from the GVRD, whose staff report estimated that there is sufficient industrial land already identified in the GVRD to meet its needs for the next 50 years, while the quality of the land base in the

ALR is being steadily eroded by successful applications to remove valuable farmland.



Exclusion applications used to go to a panel of commissioners with province-wide responsibilities. Under the current Provincial government, the composition of the panels changed, to include locally-appointed members. The rules also changed, directing the commissioners to take into account any concerns expressed by local government.

Throughout the rural municipalities, exclusions are often supported by local government on the grounds that they need to increase their tax base. While the search for adequate funding to provide government services is always a tough one, that funding can't come at the expense of future food security. Arguably, under the former ALC setup, commissioners were sufficiently distanced from these competing concerns and judged exclusion applications strictly on the quality of the land in question.



Food Safety and Security



Food Miles

Over the past few years, what we have seen is an erosion of the quality of the land inventory in the ALR. Lands excluded pursuant to applications were often replaced by lands of lesser productive capacity, only in order to allow non-agricultural development to proceed.

With harvests ripening on the fields and Farmers' Markets soon to reopen, take time to consider how many miles the food your family eats has travelled- an average 2500km to reach your plate!

Buying locally reduces your footprint on the planet and supports a vibrant, local economy that can continue to feed future generations.

meetings or for various smaller exercise groups like yoga/qigong groups. The room can seat 60-70 people theatre-style, and 50 in meeting-style. Tables and chairs are provided as are cups/plates, access to our washroom facilities, and our coffee maker, kettle, teapots, microwave etc. Also available for a small charge and upon request are a TV/VCR/DVD, slide projector, and overhead projector.



Meeting Space at the SPEC Building

Board Room

The Board room is meant for smaller meetings. It measures 11ft by 16ft and comfortably seats 10 around a large table. Chairs are provided as are cups/plates, access to our washroom facilities, and our coffee maker, kettle, teapots, microwave etc. Also available for a small charge and upon request, are a TV/VCR/DVD, slide projector, and overhead projector.

The Meeting Room is \$75 for a full day and \$50 for half a day or evening. –

The Board Room is \$50 full day and \$30 half day or evening

The Meeting Room and Board Room are available 7 days a week and are often free during weekdays on short notice. To determine availability and to book a room call 604-736-7732 or email info@spec.bc.ca

Meeting Room

The meeting room is approximately 22ft by 30ft and is suitable for bigger

Renewable Energy

SPEC's Kitsilano demonstration building showcases solar technology as well and energy conservation measures that are practical and, for the most part, affordable for the average citizen.

Photovoltaic panels, installed in June, 2005 by Vancouver Renewable Energy Cooperative (VREC) are currently performing at their maximum rating for such cells at 1.5 MWh. VREC had predicted they would produce 1.2 MWh, so we were well pleased with the installation. It supplies about half of the power we use in the building, and is grid-tied so that excess power can be sold into the BC Hydro grid.



Photovoltaics are attracting a great deal of public interest and we have



toured countless groups and individuals through the installation. Most of them are building somewhere on the BC Hydro grid, however, and the cost of these panels remains high compared with our relatively low-cost public hydro.

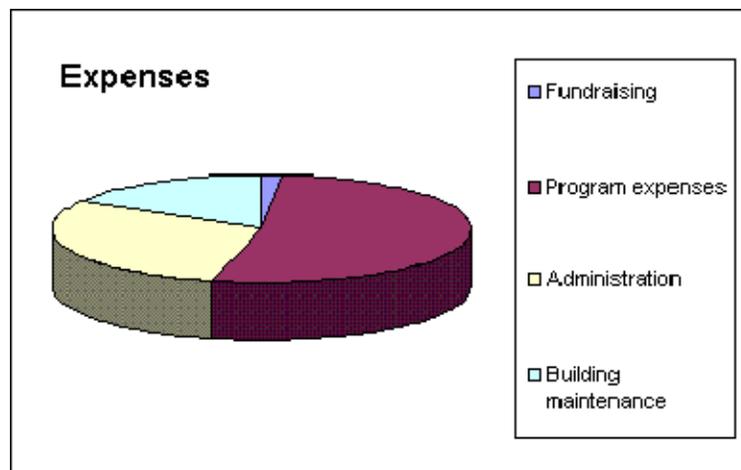
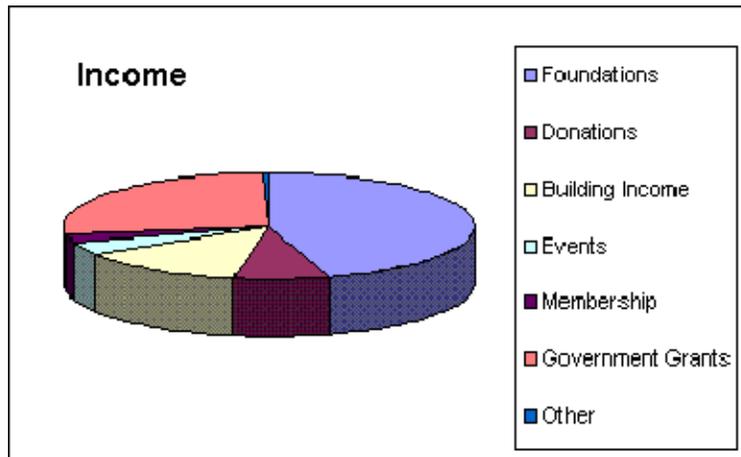
We still have the 27-year-old solar hot water system to show those disappointed with the cost-effectiveness of photovoltaics, however. Solar hot water has reduced our building's gas bill by 40%. It is an ideal technology for homeowners looking to make a small investment in sustainability: a solar hot water system can pay back its cost in energy savings within as little as 5 years.

Our newest addition is a solar space heater, just installed on our south wall. This simple device will duct air from the building outside, through a panel that collects the sun's heat. The whole device operates on a solar-powered fan, so it won't come on unless the sun is bright enough to add some heat to the air.

The installation is still in progress but when completed, it will add warm air to our notoriously cold basement.

All equipment can be seen by appointment. Interested in learning about renewable energy options that might work for you? Call for an appointment to explore this special space!

2006 Financial Highlights



Income

Foundations	91,373
Donations	15,424
Building Income	27,042
Events	8,280
Membership	4,898
Government Grants	53,896
Other	1,238
Total	\$ 202,151

Expenses

Wages	148,775
Fundraising	1,271
Program expenses	37,028
Administration	20,959
Building maintenance	11,890
Total	\$ 219,923